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[a37-2]

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Hongkong, 16th June 1911. [a57]

S.M.R.

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a716

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[a24]

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HER SACRIFICE, by Arthur Appin	1.75
INITIALS ONLY, by Anna Katharine Green	1.75
THE LIFE SENTENCE, by Victoria Cross	80 cents
FIVE YEARS, by Frank Howel Evans	80 cents
FROM MIDSHIPMAN TO FIELD MARSHAL, by Sir Evelyn Wood, F.M., V.C.	80 cents

[a25]

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Perfect Sanitation.
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J. H. TAGGART, Manager.

[a28]

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Thoroughly Renovated.
Terms Moderate.
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H. HAYNES, Manager.
Hongkong, 4th January, 1912. [a157]

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QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

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FREDERICK REICHMANN, Proprietor.

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TELEGRAPHIC ADDRESS—"COMPTON," Hongkong, 1st September, 1910. [a39]

"BRAESIDE," PRIVATE HOTEL.

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SHAMEEN—CANTON, TELEGRAPHIC ADDRESS—"VICTORIA, SHAMEEN." SITUATED ON THE BRITISH CONCESSION.

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REASONABLE RATES.

WM. FARMER, Proprietor.

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A FIRST CLASS HOTEL for Residents and Tourists.

Private and Public Bars.

Three First Class Billiard Tables.

Kowloon Picnic Parties catered for, on due notice being given.

Indian Curries a Specialty.

M. J. NATHAN, Manager.

Kowloon, 30th May, 1912. [a536]

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager,

H. HAYNES.

Hongkong, 1st March, 1912. [a389]

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NARA, JAPAN.

[a384²]

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ALEXANDRA BUILDINGS.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic address: PEPPER,
Codes: 4, B.C. 5th Ed. Letters,
P.O. Box, 54. Telephone No. 12.

MARRIAGE.

On April 27th, at Sacramento, Cal., ALFRED HUMPHREYS to EVELYN S. ANDERSON.

[764]

HONGKONG OFFICE: 10A, DES VŒUX ROAD, LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, MAY 30TH, 1912.

The establishment of *likin* stations on the Chinese section of the Kowloon-Canton Railway, mentioned in our yesterday's issue, is a surprising development, and it is strange that the collection of *likin* should have been in force now for nearly two months before the Chinese merchants whose business is thus handicapped began to raise a storm of protest against this iniquitous innovation. That it should have been introduced by the Republican authorities is astonishing because it has not only been the boast of the Republican leaders that they intended to remove all obstacles to trade, but *likin* has been especially denounced by the Minister of Finance in his recent public speeches. The imposition of *likin* on railway goods traffic is, obviously, injurious to the interests of the railway, for the waterways are free of such obstructions and traffic is consequently certain to be diverted to the detriment not only of the Chinese section of the line, but of the British section of the line as well. That being so, it gives the Hongkong Government a special right to protest against the collection of *likin* on railway goods traffic passing into Chinese territory, as well as to protest on the more general ground that the imposition of *likin* duty is in flagrant disregard of Treaty undertakings, as well as contrary to the declared policy of the new Government. We understand that these stations have been established at points

on the line not so much for the purpose of raising revenue as to provide employment for disbanded troops, and we have heard it said that there are between 500 and 600 men attached to these stations. If this is the way the new Government is to give encouragement to trade and commerce, there is clearly little hope for improvement on the old conditions. As far back as 1903, when the Mackay Treaty was concluded, the Chinese Government undertook that all barriers of whatsoever kind collecting *likin* or such-like duties should be permanently abolished on all roads, railways and waterways in the Eighteen Provinces of China and the Three Eastern Provinces. Now, under what has been proclaimed as a Government of more enlightened views—a Government which has pledged itself before the world to remove all obstacles hampering trade and commerce, and especially to abolish *likin*, we actually find the iniquitous system being extended! And in the Provinces which is regarded as the birthplace of the Reform movement, too! As our readers are aware, goods traffic on the Kowloon-Canton railway has just begun to show signs of development. The establishment of *likin* stations along the Chinese section of the line can but serve to throttle it in its infancy. Anything more foolish than this it is hard to conceive. Surely the Canton Government must perceive, if it considers the subject at all, that it is highly desirable, from the point of view of its own financial interest, to do all that lies in its power to foster and develop traffic on this line; and, further, that in so far as it does anything to check that development it is guilty of a serious breach of faith with the Hongkong Government, who own the British section of the railway, and have a right to expect on the part of the Chinese authorities the fullest co-operation in fostering the increase of freight traffic over the line to the mutual advantage of the joint-owners—and the public at large. We presume some representations have already been made on the subject both by the financial corporation interested in the Chinese section of the line and by the Ho kong Government, though we have not actually heard of any such action having been taken. It is much too serious a matter to be ignored by either of the interested parties, and we are disposed to think that when the matter is placed in its proper light before the Canton authorities they will recognise the force of the arguments and abolish these *likin* stations for ever.

Small-pox has now disappeared from the city of Victoria, but two cases were reported last week from other districts.

Dr. Sun Yat-sen left Macao for Sia-ki on Monday and was evidently delighted with the cordial reception he received in the Colony.

Mr. G. Warren Swire and Mrs. Swire left Shanghai last week for Home, travelling via Siberia. A large number of friends, including many of the staff of Messrs. Butterfield & Swire, assembled at the jetty to bid them farewell.

A Chinese was charged before Mr. Irving yesterday with being in possession of a quantity of opium. His excuse was that he had been given the opium by a friend who wished to cure himself of the smoking habit. A fine of \$5 was imposed.

Four men who were taking water from a street hydrant yesterday quarrelled among themselves, and were cautioned by a lukong. They immediately turned on the constable and threatened him with violence. Mr. Irving fined the men \$2 each.

An Indian was charged at the Magistracy yesterday with having stolen a promissory note for \$200 from a house in Caine Road. Mr. R. Harris appeared for the complainant. The note was said to have been taken from a box. The case was remanded.

A Chinese was charged yesterday with being in unlawful possession of 45 catties of rice, and also with having offered a bribe of fifty cents to a constable. The first case was dismissed, but on the second charge a fine of \$10 or a month's imprisonment was inflicted.

A cable from London was received in Singapore last week announcing the death of Mr. C. B. Buckley, the *dayan* of the European community of Singapore, and the honorary adviser to the Sultan of Johore. The Straits newspapers publish long and highly laudatory accounts of his career.

Two men were charged before Mr. Melbourne yesterday, at the instance of the Sanitary Board, with stealing water from the Western Market. This water stealing has become fairly common since the supply to the Chinese was curtailed, and the fine of fifty cents, which the Magistrate inflicted on both men, was merely by way of a warning that the rights of the market people must not be violated.

Return of visitors to the City Hall Library and Museum for the week ending the 26th May, 1912:

	Library	Museum
Non-Chinese	347	144
Chinese	144	2,610
Total	491	2,754

The death is reported from Hankow of Mr. Alexander C. Tweedie, Secretary of the British Municipal Council there. He was found in a state of collapse in his chair at the office on May 20th, and died of heart failure soon after arriving at his residence. The Hankow newspapers speak highly of Mr. Tweedie's seven years' service to the British community.

Thieves in Shanghai seem to have made a dead set on the lawyers last week. The residence of Mr. J. E. C. Douglas was entered and robbed of a few things; and the residence of Mr. Duncan McNeill was burglariously entered, but the thieves appear to have been interrupted and made off with only a few articles belonging to the servants. Mr. McNeill is at present absent from Shanghai, and his house was occupied by Mr. Loftus Jones and Mr. E. S. Moberly Bell, two solicitors.

Fr. Liebe, a retired missionary, who had spent many years in India and Japan, died on May 3rd after drinking some brandy. He told his housekeeper that he was feeling unwell and that he intended to take some brandy. His heirs, on looking through his belongings, were astounded to discover that he had in an old chest treasures to the value of £75,000. Among the articles in the chest were 230 sapphires, 217 diamonds, 164 tourquoises, 50 opals, many rubies and pearls, and a chalice encrusted with 438 gems.

A HARBOUR MYSTERY.

ROBBERY ON A JAPANESE SHIP.

It was rumoured early yesterday morning that a remarkable and daring armed robbery had taken place on board the s.s. *Noshi Maru* of the Osaka Shosen Kaisha. It is stated that the "strong room" was broken open by six armed men, who held up the quartermasters and tally clerks at the point of the revolver, and took away from the ship a quantity of opium and medicine to the value of \$22,000. The robbers are said to have bound two quartermasters, two firemen and four tally clerks with ropes. Another quartermaster is reported to be missing. The Water Police who have charge of the case, have detained ten of the crew.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

L. F. Cooke	\$10
G. Tisdall	10
J. R. Wood	10
E. A. Irving	5
Jorge & Co.	5
Dr. Chadwick Kew	5
Kuhn & Komor	5
E. Neidhardt	5
R. S. Piercy	5
Sennet Freres	5
Ullmann & Co.	5
E. D. Kotewal	3

CORRESPONDENCE

THE B.O.C. SPORTS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

DEAR SIR.—In glancing over two of the local papers of the 27th inst., I noticed a correspondent asking, "What is an Open Race?" The letter was signed by Mr. Lester, of the Royal Engineers. In reply I beg to state that my Committee were compelled to refuse Mr. Lester's entry for the following reasons:

(1) Owing to Mr. Lester admitting himself to be a professional, when our sports were held under the rules of the A.A.A., and (2) owing to his entry fee of \$1 not being sent to me, which he asserts having sent in his second letter.

In the correspondence he mentions that he is willing to challenge anybody in the Colony for any distance, for *any amount of money*, and that he is willing to back himself. This is sufficient proof of him being a professional rider, for an amateur cannot, under any circumstances whatever, challenge a person to ride for money.

If this is done the amateur would no longer be able to claim amateurism, but would enter into professionalism. I also wish to mention here that Mr. Lester is absolutely wrong in thinking that his entry was refused because others who have entered were afraid of being beaten. The just reasons for the refusal are given above.

I desire the Public to know that our sports were not held in order to give any special person the opportunity of winning a race, but were strictly confined to all amateurs and held in a sportsman-like manner.—Yours, etc.,

A. R. ELLIS,
Hon. Secretary,
Boys' Own Club.

THE ATTITUDE OF SHIPOWNERS.

Sir William Nelson, of the Nelson

meat carrying line, in an interview,

said the shipowners had their backs to

the wall, and refused to be a party to

any compromise between the Government

and the strikers. He would lay up his

ships if the Government made any bar-

gain with the strikers.

The Port of London Authority, in a

statement, refuses to discriminate be-

tween unionists and non-unionists, and

threatens, if the strike continues after

May 31st, to pay off its employees.

THE HONGKONG DAILY PRESS, THURSDAY, MAY 30TH, 1912.

THE HONGKONG DAILY PRESS

SUPREME COURT.

Wednesday, 29th May.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(PUISE JUDGE).

THE VERANDAH CASE.

The hearing was resumed of the action in which Alexander Kotas, George Maidonis, and George Tsamtsacopoulos, traders, occupying premises at the old Post Office, sued Li Hing, trader, of 162, Queen's Road, for \$1,000 for damages for breach of contract whereby defendant agreed to erect a verandah on the premises occupied by the plaintiffs.

Mr. Eldon Potter, instructed by Mr. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and Hon. Mr. C. G. Alabaster, instructed by Mr. J. H. Gardiner, appeared for the defendant.

Defendant was cross-examined by Mr. Potter.

Part of the alterations which you contemplated was the erection of a verandah? It was added to the plan.

It was part of the plan?—Yes.

Therefore you contemplated the verandah as part of the alterations?—It was an addition.

You contemplated it as part of the alterations?—Yes.

And as such would be shown to tenants by Mr. Hazeland?—Yes.

You imagined that the verandah would be built for \$800 or \$900?—Yes.

You know that Mr. Hazeland showed the plans to a number of people—not only to the plaintiffs but to a number of other people?—Yes.

You agree with Mr. Hazeland, I suppose, that a verandah would be of considerable value to the bottom floor of the old Post Office?—Yes.

You know you would be more likely to get tenants for a lower floor if there were a verandah?—No.

If there was a verandah there would you charge more, or less, rent for the lower floor than if there was no verandah?—The same price.

What rents are you getting at present for the upper floors?—I rent one portion for \$80, one for \$55, one for \$45, and one for \$75.

Are there any other tenants?—There are some rooms which are not occupied.

So your total rent for the top floor for the parts occupied is \$225?—Yes.

How much is vacant on the top floor?—Three rooms.

How much rent are you getting from the bottom floor?—For one portion \$360, another \$375, another \$120, another \$45, and another \$40.

Then roughly you are getting five times—but that does not matter. In estimating your rents you naturally took into consideration those sums spent in alterations?—Yes.

You took into consideration \$800, the price of the verandah, as well as the alterations, in arriving at your rent?—Yes.

You found afterwards that the verandah would in fact cost more than \$800 or \$900?—Yes.

Counsel afterwards addressed the Court, and his Lordship reserved judgment.

LAUNCH OF A GERMAN BATTLESHIP.

KING OF SAXONY PRESENT.

BERLIN, April 29th.

The German battleship *Ersatz Aegir* was launched from the Schichau yards at Danzig yesterday and named *König Albert*. A speech was made by the King of Saxony and the launching ceremony was performed by his sister, Princess Mathilde of Saxony. Among those present were the German Crown Prince and Crown Princess, Grand Admiral von Tirpitz, Secretary of State for the Imperial Navy, and numerous military and civil officials, including representatives of Saxon regiments and societies.

In his speech the King of Saxony recalled the honour which had been his six years ago when he had been asked to make a speech at the launch of a steamer of the mercantile marine. His emotion was still deeper on this occasion, when the ship was a battleship representing the might of the German Empire and bearing witness to the tireless zeal for the Empire's prosperity and defence which characterized the Emperor. It was especially gratifying to him that the Emperor had wished to connect the House of Saxony with "one of the most remarkable features of his life's work" and to name a ship of the Imperial Navy after a Saxon King who had been a leading spirit at the time of the founding of the Empire.

The *König Albert* belongs to the programme of 1910. She was ordered from the firm of Schichau, of Danzig, in the spring of that year, and laid down in the following July, shortly after the launch of the *Oldenburg* from the same yard. The other two battleships of this programme are the *Kaiserin*, launched November 11, 1911, and the *Prinz Regent Luitpold*, launched February 17th, 1912. It is understood that these vessels will be of similar dimensions and carry a similar armament to the *Friedrich der Grosse*. The *König Albert* is the 13th German battleship of the Dreadnought type to be put afloat.

ALLEGED THEFT OF CHITS.

CONSTABLE AND TWO CIVILIANS CHARGED.

Before Mr. E. A. Irving at the Magistracy yesterday, Constable Edward Parden, Michael Richard, and Robert Jackson were conjointly charged with the theft of a cigar box containing a number of chits, and with behaving in a disorderly manner at 44, Lyndhurst Terrace, on May 14th.

Mr. Irving advised the constable to plead not guilty to all charges.

Mr. King, Assistant Superintendent of Police, who conducted the prosecution, said the facts were, briefly, that at about 1.30 a.m. on the 14th inst., the three defendants, who were under the influence of drink at the time, went into the servants' quarters and asked for a drink.

They had a whisky and soda. The coolie who served them then left the room, and shortly after the No. 1 boy went to his desk, in which he kept a cigar box containing chits. He found that the box had gone. He reported the loss to one of the coolies, who said the Europeans had gone, one of them wearing his hat. Another coolie stated that he saw one of the defendants carrying the cigar box.

Mr. Irving—Was the first defendant arrested under the Police Ordinance of 1909? Is he a special constable?

Mr. King—Yes, he is a special constable.

Mr. Irving—The first thing you have to do is to prove that he is a constable, in order to charge him under Ordinances 11 and 12 of 1909. If he is a special constable appointed under the Peace Preservation Ordinance, which is no longer in force, he ceases to be a constable.

Mr. King—The special constables were sworn in again for a further period.

Mr. Irving—Is he an ordinary constable?

Mr. King—He is a police officer, coming under the Police Ordinance.

Evidence was then called.

The No. 1 boy of the house said he was busy at the time the defendants called, so he instructed a coolie to serve them. They were served with three whiskies and sodas. The men had been drinking when they came in. The third was the worst. The first defendant was not in uniform. Witness returned to his room a few minutes after and found that defendants had gone. The key to the desk was in the hole but was not turned. He asked his No. 3 boy if he had seen his box, and the boy replied that he had seen three Europeans at it.

Mr. King—Did you know these men?—I have seen the first defendant twice, and the second a good many times, but I have not seen the third before.

Witness, replying to a further question, said he saw the three defendants himself and noticed that the first defendant had the box under his arm.

Mr. King—Are you certain it was your box?—Yes.

Mr. King—How?

Witness—I asked him for it back, and told him there were chits inside. He gave the box to the third defendant. The second man said, "Never mind, I will get them to give it back to you." I have never had the box back, as the third man took it away. Two days after, the first two defendants came to my room and told me that the man who took the cigar box away had torn the chits up.

Witness said he identified the third man at the gaol among five other Europeans.

Mr. Irving—Have you to make good any money on this box?

Witness—I am afraid I may have to make compensation.

Witness added that he actually saw the first defendant with the cigar box under his coat. The reason why he did not call for assistance was that he thought defendant was joking. As a matter of fact, the second defendant said he was joking.

Constable Parden, in defence, detailed his movements on the night in question, and stated that he saw defendant Richard carry the cigar box out of No. 44 and proceed to tear up the chits contained in it.

Richard said he had no recollection of the affair, and Jackson deposed that he remembered nothing after leaving Parden at about 8 p.m.

Mr. Irving—I do not think there is sufficient evidence to convict them of larceny. The second and third defendants are discharged, as there is nothing against them. Parden is discharged on the first count, but is fined \$30 or a month on the second. I may say that I do not think there was any intention to ultimately deprive the owner of the box.

THE PLAGUE EPIDEMIC.

There were 199 cases of plague reported in the Colony for the week ended May 25th. Of these 197 were Chinese, 1 Indian and 1 Malay. The deaths numbered 102. In the City of Victoria the number of cases reported was 121, the remaining 78 being in other districts. The total number of cases since January 1st is now 1,059, and the number of deaths 951.

PARIS LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

PARIS, May 3rd.

A NEW TERROR FOR AVIATORS.

"Necessity is the mother of invention." The idea of training eagles to destroy aerial craft is distinctly original. The French, as the pioneers of aviation, have added a new terror for aviators in war time. Far more effective, in every sense of the word, than special guns, are eagles.

Several officers of the military aviation corps at Nice, *L'Armée Moderne* tells us, have trained six eagles to destroy aeroplanes or dirigible balloons, no matter at what height the latter may be travelling. The birds in question are first accustomed to the noise of the propellers and gun-shots, after which tempting bait on model balloons are placed, when the eagles are taught to rush furiously at the machines and tear them up as they would tear up their prey. For a long time French military authorities have been trying to discover something that could be relied upon for wrecking flying machines. In spite of the special guns invented for the purpose, it is generally considered impossible to fight against aeroplanes, or even dirigible balloons, which have only to take the precaution of getting out of range.

Eagles constitute the latest formidable adversary; they can reach as high, or even higher, than the air craft can possibly rise. "There is no aeroplane," says *L'Armée Moderne*, "and above all no dirigible, which can withstand such an attack. Given the rapidity of an eagle's flight, and the strength of its beak and claws, there can be no doubt that a company of properly-trained eagles could annihilate, in a few instants, the most powerfully-equipped aerial fleet."

True, the eagles run the chance of being shot or otherwise killed by aviator; but a sudden rush of birds cannot all be destroyed at once.

LABOUR DAY.

Last Sunday saw the end of the bandit Bonnot, the "Phantom Chauffeur," as this criminal has been described. Only a few days previously he had killed detective-inspector Jouin, who had tried to arrest him, and wounded two more detectives.

After this deed, he escaped out of a window, to a garage situated a short distance away and owned by a certain Dubois, also a great villain. The police, having traced him to this place, besieged it, and shots were freely exchanged between the two criminals, the soldiers, police, and other armed citizens. While this firing was going on, a daring lieutenant, under cover of a cart laden with straw, placed three dynamite cartridges under the garage, lighted the fuse, and made good his escape with the rest of those with him. Soon the whole place blew up, and firing ceased. Neither Bonnot nor Dubois committed suicide, as at first reported, but were killed by the bullets from the attacking party. Three more of the Anarchists or motor-car bandits are being hunted for; they are all well armed, but any day may come the news of their being besieged and killed in turn.

As was the case with Bonnot, they will fight to the bitter end—and they are reported to have quite an arsenal behind them. Bonnot is to be avenged, say Anarchists, who swear to blow up one of the rich quarters of the French capital.

Paris has for several months past been terrorized by bandits of the Bonnot type; such Anarchists must at all cost be exterminated. This the Paris police has promised to do, in spite of all consequences.

The Press, by devoting so much space to these villains, is doing more harm than good, and impeding the police. Bandits read the papers, and know what the police intend to do in attempting to capture them, so make good their escape before the police have time to get near them.

The three comrades of Bonnot, who are still at large, are greater terrorists than their leader who was riddled through with bullets last Sunday.

In view of the frequent outrages by French bandits, a document submitted to the police authorities by the administration of prison is of a disquieting nature.

Sabotage, but was due to the breaking of one of the points. The train, which was travelling at the rate of 60 miles an hour, was passing through St. Denis, a few miles outside Paris, when the dining-car attached to the train jumped the points 300 yards from the station.

The shock split the train into three portions. Happily no one was killed, though several were more or less severely injured from shock and broken glass. The wounded were at once entrained for Paris along with the other passengers, and a fresh start made for England with as many as were able to travel.

The accident was at first described as alarming and a Labour Day outrage, owing to some of the rails being "purposely" removed.

The police believed it to be the diabolical work of Anarchists, until it was afterwards found out that the rails were loose at that particular spot and had given way.

THE ACCIDENT TO M. VEDRINES.

The world's most famous aviator—Jules Vedrines—had most miraculous escape from death last Monday morning, as he started on a flight from Douai, in the North of France, to Madrid, for the Pommery Cup—a feat which the famous

aviator intended accomplishing in 24 hours. The weather was anything but in his favour; after waiting nearly an hour and finding the wind did not abate, he rashly decided to make a start. Climbing into his 100 h.p. Duperdussan monoplane, at 5.15 a.m., he rose magnificently, and set his course towards Paris, where he arrived exactly an hour later, having covered 123 miles.

Thus, he realised a prophecy which he made in January last that he would attain a speed of 120 miles an hour before the end of the year.

The circumstances of the mishap were dramatic. A sudden gust of wind threw the aviator to the ground, and he fell in front of the locomotive of the Paris-bound train, which managed to pull up only just in time, otherwise he would

have been cut to pieces. Another account says that the mechanism was at fault.

His successors were astonished to find that the apparently dying man was no other than Vedrines, the bold and audacious pet of the French nation. Though unconscious from the fall of 600 feet, he was not dead; he was carefully lifted into the train for Paris, where he received every possible care. At the Lariboisiere hospital adjoining the Gare du Nord railway station, the surgeons thoroughly examined him, and decided to at once operate on him. He underwent the delicate operation of trepanning with success; it was not until yesterday that the doctor pronounced him out of danger.

Yesterday the local office of Messrs. Butterfield and Swire, agents of the Ocean Steamship Company, Ltd., and the China Mutual Steamship Co., Ltd. (Blue Funnel Line), received instructions from London to withdraw from the Conference. This withdrawal affects not only the Suez Conference, but also the Pacific Conference, as is evidenced by the following circular sent out last evening to all shippers in Yokohama:

THE SHIPPING CONFERENCE AND RATES.

ACTION OF THE BLUE FUNNEL LINE.

The *Japan Gazette* of the 16th inst. contains the following:

The proposal of the Shipping Conference, which includes lines trading between the Far East and the West, via Suez, to increase the freight rates by 10 per cent., which was to have become operative from yesterday, the 15th instant, has been deferred. The reason for this action is unknown, but it is believed locally that some hitch has occurred in the negotiations between the shipping companies at Hongkong.

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NOTICE TO SHIPPERS.

Notice is hereby given that from this date any Shippers or Exporters forwarding cargo of any description to Pacific Coast Ports or Overland points in the United States and Canada by the Ocean Steamship Company, Limited, and China Mutual Steam Navigation Company, Limited (Blue Funnel Line) will invalidate claim to participate in the Deferred Rebates payable by the under-

signed. The Bank Line, Limited.

Canadian Pacific Railway Co.'s Royal Mail Steamship Line.

Great Northern Steamship Company.

Nippon Yusen Kaisha.

Pacific Mail Steamship Company.

Tokei Yosan Kaisha.

Yokohama, May 15, 1912.

We learn that as far as the Companies in Japan are concerned there has been no rupture, the Blue Funnel hitherto acting in conjunction with the other members of the Pacific Conference. It is, therefore, surprised that some rupture has occurred in Hongkong; but on this it is at present impossible to make any statement. We content ourselves with merely stating the facts as presented at this time, and await further elucidation.

RUBBER COMPANIES.

The report of the Malaysia Rubber Company for 1911 states that the year under review saw the beginning of tapping on the estate, and the erection and establishment of the factory. The estimated output for the year was 12,000lb., but the amount actually harvested was 22,681lb. The manager's estimated output of rubber for the present year is 90,000lb., but it is pointed out that the fulfilment of the forecast will depend upon the success of efforts to secure an adequate supply of labour. Out of an available balance of £2,183, the directors recommend a dividend at the rate of 7 per cent. per annum, less tax.

The net profits of the Sungai Salak Rubber Company for 1911 amounted to £14,305, to which has to be added £1,132 brought forward, making a total of £15,437. It is proposed to pay a final dividend of 15 per cent. on £25,000, free of tax, making 20 per cent. for the

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS CO., LTD., whose business master THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be retained until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

RUSSIAN VOLUNTEER FLEET.

THE Steamship

"EKATERINOSLAV,"

6,581 R. Tons.

Commander O. Tiedeman.

Expected at HONGKONG, SUNDAY, 2nd June. After discharging Hongkong Cargo will be ready to load for ODESSA via SINGAPORE, PENANG, COLOMBO, JIBOUTI, JEDDAH, HODEIDA, PORT SAID, ALEXANDRIA and CONSTANTINOPLE. For full information regarding freight or passage, apply to CAPTAIN D. LUKEMANOFF,

Agent.

Hotel Mansion, 3rd Floor, Nos. 12a and 14, Telephone No. 1224, Hongkong, 29th May, 1912. [768]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA.

THE I.G.M. Steamship

"DERFFLINGER."

Captain F. Pross, will leave for the above places TO-DAY, the 30th inst., at Noon. For further particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO., General Agents.

Hongkong, 30th May, 1912. [5]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading Rangoon, Madras and Mauritius)

THE Steamship

"DILWARA,"

Captain W. J. Bishop, will be despatched as above on TUESDAY, the 4th June, at 1 P.M. For Freight or Passage, apply to

DAVID SASOON & CO., LTD., Agents.

Hongkong, 30th May, 1912. [769]

FROM EUROPE.

THE H.A.L. Steamship

"ALEXIS,"

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to re-removal.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 4th June, at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Werner" from Norrköping.

Ex.s.s. "Majest" from Göteborg.

Ex.s.s. "Kurt" from Stettin.

Ex.s.s. "Franska" from Stettin.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 29th May, 1912. [767]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th June will be subject to re-removal.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 5th June, at 9.30 A.M.

All Claims must result as before the 12th June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex.s.s. "Danitolo" from Venice.

Ex.s.s. "G. Wermann" from Africa.

NORDDEUTSCHER LLOYD,

MELCHERS & CO., General Agents.

Hongkong, 29th May, 1912. [5]

General Agents.

SUPREME COURT.

Wednesday, 20th May.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(PUSNE JUDGE).

THE VERANDAH CASE.

The hearing was resumed of the action in which Alexander Kotsas, George Maidonis, and George Tsamtsacopoulos, traders, occupying premises at the old Post Office, sued Li Hing, trader, of 152 Queen's Road, for \$1,000 for damages for breach of contract whereby defendant agreed to erect a verandah on the premises occupied by the plaintiffs.

Mr. Eldon Potter, instructed by Mr. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and Hon. Mr. C. G. Alabaster, instructed by Mr. J. H. Gardiner, appeared for the defendant.

Defendant was cross-examined by Mr. Potter:

Part of the alterations which you contemplated was the erection of a verandah?—It was added to the plan.

It was part of the plan?—Yes.

Therefore you contemplated the verandah as part of the alterations?—It was an addition.

You contemplated it as part of the alterations?—Yes.

And as such would be shown to tenants by Mr. Hazeland?—Yes.

You imagined that the verandah would be built for \$800 or \$900?—Yes.

You know that Mr. Hazeland showed the plans to a number of people—not only to the plaintiffs, but to a number of other people?—Yes.

You agree with Mr. Hazeland, I suppose, that a verandah would be of considerable value to the bottom floor of the old Post Office?—Yes.

You know you would be more likely to get tenants for a lower floor if there were a verandah?—No.

If there was a verandah there would you charge more, or less, rent for the lower floor than if there was no verandah?—The same price.

What rents are you getting at present for the upper floors?—I rent one portion for \$80, one for \$85, one for \$15, and one for \$75.

Are there any other tenants?—There are some rooms which are not occupied.

So your total rent for the top floor for the parts occupied is \$225?—Yes.

How much is vacant on the top floor?—Three rooms.

How much rent are you getting from the bottom floor?—For one portion \$80, another \$85, another \$120, another \$45, and another \$40.

Then roughly you are getting five times—but that does not matter. In estimating your rents you naturally took into consideration those sums spent in alterations?—Yes.

You took into consideration \$800, the price of the verandah, as well as the alterations, in arriving at your rent?—Yes.

You found afterwards that the verandah would in fact cost more than \$800 or \$900?—Yes.

Counsel afterwards addressed the Court, and his Lordship reserved judgment.

LAUNCH OF A GERMAN BATTLESHIP.

KING OF SAXONY PRESENT.

BERLIN, April 25th.

The German battleship *Ersatz Aegir* was launched from the Schichau yards at Danzig yesterday and named *König Albert*. A speech was made by the King of Saxony and the launching ceremony was performed by his sister, Princess Mathilde of Saxony. Among those present were the German Crown Prince and Crown Princess, Grand Admiral von Tirpitz, Secretary of State for the Imperial Navy, and numerous military and civil officials, including representatives of Saxon regiments and societies.

In his speech the King of Saxony recalled the honour which had been his six years ago when he had been asked to make a speech at the launch of a steamer of the mercantile marine. His emotion was still deeper on this occasion, when the ship was a battleship representing the might of the German Empire and bearing witness to the tireless zeal for the Empire's prosperity and defence which characterized the Emperor. It was especially gratifying to him that the Emperor had wished to connect the House of Saxony with "one of the most remarkable features of his life's work" and to name a ship of the Imperial Navy after a Saxon King who had been a leading spirit at the time of the founding of the Empire.

The *König Albert* belongs to the programme of 1910. She was ordered from the firm of Schichau of Danzig, in the spring of that year, and laid down in the following July, shortly after the launch of the *Odenburg* from the same yard. The other two battleships of this programme are the *Kaiserin*, launched November 11, 1911, and the *Prinz Regent Luitpold*, launched February 17th, 1912. It is understood that these vessels will be of similar dimensions and carry a similar armament to the *Friedrich der Grosse*. The *König Albert* is the 13th German battleship of the Dreadnought type to be put afloat.

ALLEGED THEFT OF CHITS.

CONSTABLE AND TWO CIVILIANS CHARGED.

Before Mr. E. A. Irving at the Magistrate yesterday, Constable Edward Pardon, Michael Richard, and Robert Jackson were conjointly charged with the theft of a cigar box containing a number of chits, and with behaving in a disorderly manner at 44, Lyndhurst Terrace, on May 14th.

Mr. Irving advised the constable to plead not guilty to all charges.

Mr. King, Assistant Superintendent of Police, who conducted the prosecution, said the facts were, briefly, that at about 1.30 a.m. on the 14th inst., the three defendants, who were under the influence of drink at the time, went into the servants' quarters and asked for a drink. They had a whisky and soda. The coolie who served them then left the room, and shortly after the No. 1 boy went to his desk, in which he kept a cigar box containing chits. He found that the box had gone. He reported the loss to one of the coolies, who said the European had gone, one of them wearing his hat. Another coolie stated that he saw one of the defendants carrying the cigar box.

Mr. Irving—Was the first defendant arrested under the Police Ordinance of 1900? Is he a special constable?

Mr. King—Yes, he is a special constable.

Mr. Irving—The first thing you have to do is to prove that he is a constable, in order to charge him under Ordinances 11 and 12 of 1900. If he is a special constable appointed under the Peace Preservation Ordinance, which is no longer in force, he ceases to be a constable.

Mr. King—The special constables were sworn in again for a further period.

Mr. Irving—Is he an ordinary constable?

Mr. King—He is a police officer, coming under the Police Ordinance.

Evidence was then called.

The No. 1 boy of the house said he was busy at the time the defendants called, so he instructed a coolie to serve them. They were served with three whiskies and sodas. The men had been drinking when they came in. The third was the worst. The first defendant was not in uniform. Witness returned to his room a few minutes after and found that defendants had gone. The key to the desk was in the hole but was not turned. He asked his No. 3 boy if he had seen his box, and the boy replied that he had seen three Europeans with it.

Mr. King—Did you know these men?—I have seen the first defendant twice, and the second a good many times, but I have not seen the third before.

Witness, replying to a further question, said he saw the three defendants himself and noticed that the first defendant had the box under his arm.

Mr. King—Are you certain it was your box?—Yes.

Mr. King—How?

Witness—I asked him for it back, and told him there were chits inside. He gave the box to the third defendant. The second man said, "Never mind, I will get them to give it back to you." I have never had the box back, as the third man took it away. Two days after, the first two defendants came to my room and told me that the man who took the cigar-box away had torn the chits up.

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Constable Pardon, in defence, detailed his movements on the night in question, and stated that he saw defendant Richard carry the cigar box out of No. 44 and proceed to tear up the chits contained in it.

Richard said he had no recollection of the affair, and Jackson deposed that he remembered nothing after leaving Pardon at about 8 p.m.

Mr. Irving—I do not think there is sufficient evidence to convict them of larceny. The second and third defendants are discharged, as there is nothing against them. Pardon is discharged on the first count, but is fined \$50 or a month on the second. I may say that I do not think there was any intention to ultimately deprive the owner of the box.

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After this deed, he escaped out of a window, to a garage situated a short distance away and owned by certain Dubois, also a great villain.

The police, having traced him to this place, besieged it, and shots were freely exchanged between the two criminals, the soldiers, police, and other armed citizens.

While this firing was going on, a daring lieutenant, under cover of a cart laden with straw, placed three dynamite cartridges under the garage, lighted the fuse, and made good his escape with the rest of those with him. Soon the whole place blew up, and firing ceased. Neither Bonnot nor Dubois committed suicide, as at first reported, but were killed by the bullets from the attacking party.

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The Press, by devoting so much space to these villains, is doing more harm than good, and impeding the police. Bandits read the papers, and know what the police intend to do in attempting to capture them, so make good their escape before the police have time to get near them.

The three comrades of Bonnot, who are still at large, are greater terrorists than their leader, who was riddled through with bullets last Sunday.

In view of the frequent outrages by French bandits, a document submitted to the police authorities by the administration of prisons is of a disquieting nature.

During three months, according to this return, 28 convicts succeeded in escaping from prison. *Le Gaulois* says that many of these have been condemned to death, but upon whom the Presidential clemency has been exercised, although they incurred their sentence. These escaped convicts may well be members of the Paris bandits who acted under the orders of Bonnot.

As to the causes of the escape, the *Gaulois* suggests relaxation of surveillance, the existence of agencies which provide funds for the gaol-breakers, and the discouragement which those prison officials who wish to do their duty receive from their superiors, who, in turn, fear Press attacks.

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Védrines never had such a narrow escape in his life. The Minister of War decided to confer on Jules Védrines the Cross of the Legion of Honour. As already remarked, he succeeded in reaching the outskirts of Paris, before the accident happened. When over Epinay, just outside Paris, he described a great circle above the railway line, and then began a "volplane" with the intention of landing on some open country near the railway. As he approached the earth, however, he found that he could not land without fouling some telegraph wires, and he endeavoured to start his engine in order to ascend.

Before he could do so, however, the aeroplane dived suddenly and the left wing struck a telegraph pole. Védrines was thrown violently on the railway line below, his head coming in contact with the rails, just as the Paris express was in sight. The frantic waving of flags and shouting attracted the attention of the engine-driver, who succeeded in bringing the engine to a standstill a few yards from where Védrines was lying unconscious.

NOTICE TO SHIPPERS.

Notice is hereby given that from this day any Shippers or Exporters forwarding cargo of any description to Pacific Coast Ports or Overland points, in the United States and Canada by the Ocean Steamship Company, Limited, and China Mutual Steamship Co., Ltd. (Blue Funnel Line), received instructions from London to withdraw from the Conference. This withdrawal affects not only the Suez Conference, but also the Pacific Conference, as is evidenced by the following circular sent out yesterday to all shippers in Yokohama:

THE SHIPPING CONFERENCE AND RATES.

ACTION OF THE BLUE FUNNEL LINE.

The *Japan Gazette* of the 16th inst. contains the following:

The proposal of the Shipping Conference, which includes lines trading between the Far East and the West, via Suez, to increase the freight rates by 10 per cent., which was to have become operative from yesterday, the 16th instant, has been deferred. The reason for this action is unknown, but it is believed locally that some hitch has occurred in the negotiations between the shipping companies at Hongkong.

Yesterday the local office of Messrs. Butterfield and Swire, agents of the Ocean Steamship Company, Ltd., and the China Mutual Steamship Co., Ltd. (Blue Funnel Line), received instructions from London to withdraw from the Conference. This withdrawal affects not only the Suez Conference, but also the Pacific Conference, as is evidenced by the following circular sent out yesterday to all shippers in Yokohama:

INTIMATIONS

SUFFERED WITH ECZEMA 20 YEARS

On Limbs. Spots Size of Six-Penny Piece. Very Scurfy and Swollen Itched Badly. Scratching Made Them Bleed. Used Cuticura Ointment and is Now Quite Well.

"I am more than thankful for all the benefit that I received from the use of Cuticura Ointment. I had long stage of eczema. I really thought at one time I was not going to get out of it, as I had tried so many things; but now I am quite well. I saw the Cuticura Remedies advertised in the papers, as I made up my mind to try them.

I have been suffering for about twenty years and not knowing what was wrong, my legs had a yellow look and had a can in small yellow heads and in a few days used to itch very badly. Scratching them, they used to run with a kind of fluid blood. Then I saw spots the size of a six-pence piece all over my body. By using Cuticura Ointment twice daily, it got them to scale over and dry off, then I used to wash the parts with soap and water, then dress them the last thing at night. My legs were swollen very much, but now I am quite well. I will recommend the Cuticura Ointment, etc., to my friends." (Signed) William Dyer, Wansell Grove, nr. Stourbridge, Worcester, Eng., June 16, 1911.

For more than a generation Cuticura Soap and Oil has been the most economical treatment for affection of the skin and



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

SCIENTIFIC MISCELLANY.

LAMPS THAT THROW LIGHT DOWNWARD. A metal filament lamp of high efficiency and increased resistance to shock has been produced by a Belgian engineering firm by a novel mounting of the filaments. They are arranged in a kind of square gridiron fixed horizontally to a rectangular frame of glass rods in the centre of the bulb, this glass frame being supported from the top of the bulb by a spiral spring that is free to stretch or be compressed in an insulated glass tube. As the spiral spring takes up any shock, the filament is rendered proof against a considerable degree of vibration. The horizontal position of the filaments has been found to give better illumination, as the light is thrown downward, and not only gives the maximum effect directly beneath but causes a more uniform distribution over the room. Photo-metric tests were made of one of the horizontal filament lamps and an ordinary vertical filament lamp, each rated at 30 candle-power. Both were placed in the centre of the ceiling, the candle-power measurements being made in different parts of the room, and the new lamp was shown to give 50 per cent. greater effective lighting than the other.

OZONE IN VENTILATION.

Ozone in the air begins to be dangerous when it reaches about one millionth, according to the report of Hill and Flack to the London Royal Society. In greater amount it irritates the respiratory tract, several parts per million causing inflammatory congestion of the lungs, and proving fatal after considerable exposure. Warning of a dangerous proportion is given by irritation of the air-passages, coughing and headache. A proportion just perceptible to smell can be safely used in ventilation, and masks disagreeable odours, freshens the air, and gives invigoration to air artificially warmed.

SUPERIORITY OF HARD GRAINS.

To test grains for hardness, Dr. F. Stanak of Prague pushes a specimen under a very thin saw attached to the scale-pan of a balance. The weight necessary to cause cutting is a measure of the hardness. It is found that grains resist not only insect attacks but plant diseases in a degree proportionate to their hardness.

NEW WONDERS OF PHOTOGRAPHY.

Moving pictures of microscopic life are among the most notable of recent achievements. Successive photographs of living objects in rapid motion, magnified 600 to 1,000 times, have been taken by M. Comandon, a French scientist, at the rate of several thousand per minute, and the many cinematograph firms prepared have been used by the firm of Pathé Frères for some marvellous exhibitions on the screen. In making the pictures, the ultra-microscope was used, the objects being illuminated by powerful rays of light from one side. Among the most interesting films are those of the blood as it circulates, with its normal and abnormal contents, the tail of a tadpole showing a number of little blood-vessels—each 1/2500 inch in diameter—through which the red corpuscles pass with the circulation, while the colourless cells or leucocytes changes about with an independent motion of their own. In some films these leucocytes, now known to be the blood's scavengers, are seen in the act of seizing and absorbing foreign matter, such as diseased cells or microbes. Such pictures as these are reproduced on the screen much less rapidly than they are taken, thus bringing to the eye's perception the quick darting about of the organisms that swarm in the blood in certain diseases; but another class—like those of growing plants—are taken very slowly and exhibited at a rate quickened to make the motion visible.

A MERCHANT'S BOTANIC GARDEN.

The Forest of Arden, brought to the notice of the Botanical Society of Washington by H. C. Steele, is a 300-acre tract of forest and meadow just east of Joliet, Ill. It is a part of the 2,000-acre estate of H. N. Higginbotham of Chicago, and has been arranged as a model botanic garden, which already has 2,000 species and has room for many more. The plants are arranged along the five miles of gravel drives in the accepted sequence of plant families, from the ferns to the composites. There are no formal beds and no labels; but a map, divided into squares of 100 feet to a side, has an index giving the plant names and the number of the square containing each species.



CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
ABROADING INTEREST.
By CHAS. J. HALCOMBE
Formerly of the Imperial Chinese Customs
Service. Author of "The Mystic
Flower Land," etc.THE VOLUME which consists of 461
Pages, and includes a Sketch Plan of
historical interest showing the disposition of
the Forces at the battle of Tsingtao, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
RENNIE.Its description of Chinese Social Customs
and Superstitions, combined with the insight it
gives into political conditions in China, make
"CHILDREN OF FAR CATHAY" an excellent

SCIENTIFIC MISCELLANY.

WM. POWELL, LTD.

Gentlemen's Outfitters.

The "HUSSAR" Collar

PERFECT FITTING.

FOUR FOLD.

HAND DRESSED.

\$5.00 Per Dozen.

WE STOCK THIS COLLAR IN ALL DEPTHS.

Sizes 13¹/₂" to 19"

Wm. Powell, Ltd.

ENGLISH RECORDS to be had

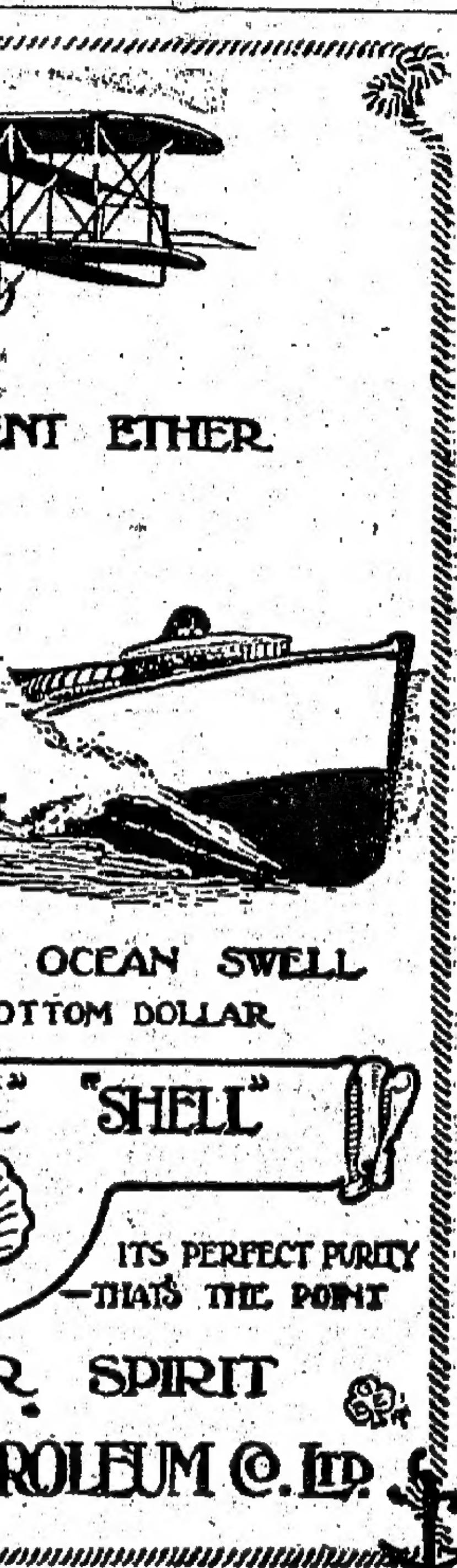
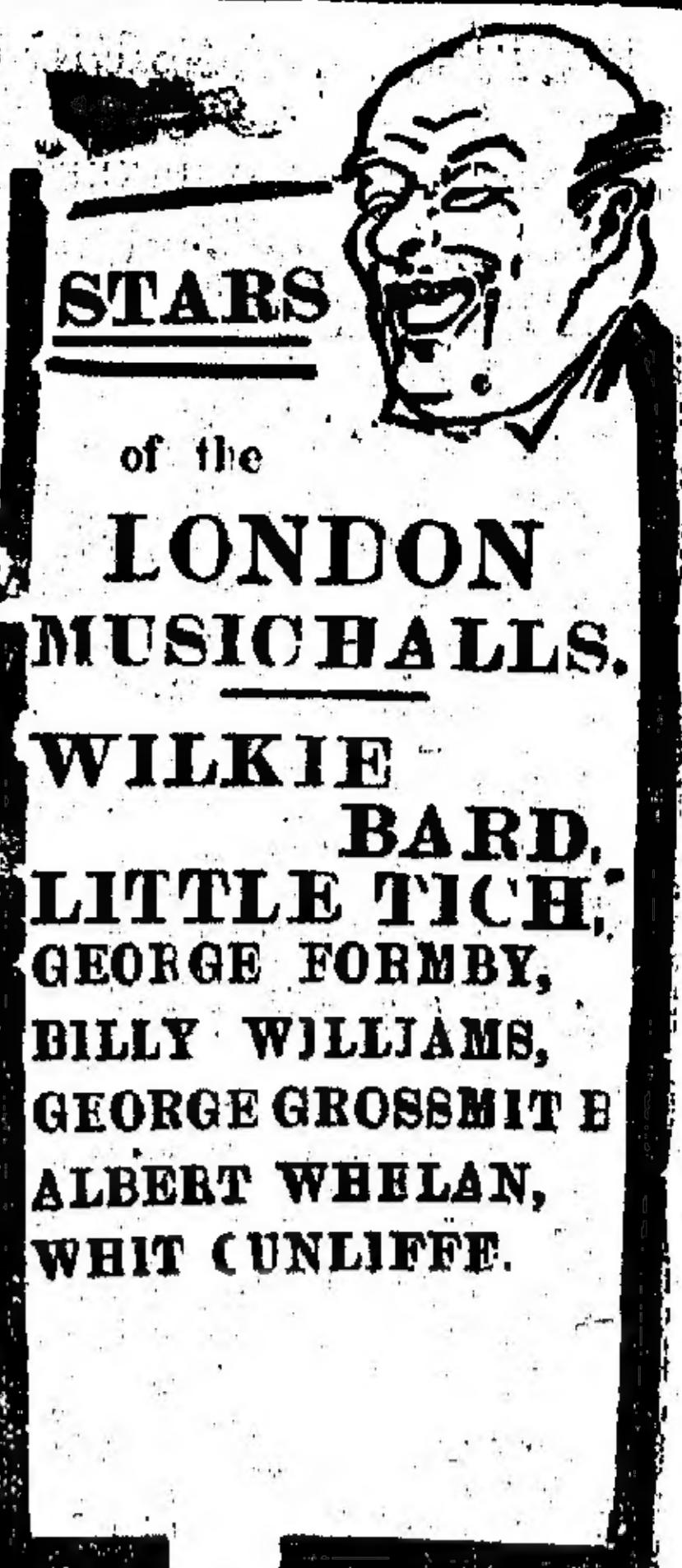
ONLY from

ROBINSON'S

\$1.50 EACH.

NOTE THEY ARE
DOUBLE-SIDED.

PARCELS ON APPROVAL.

GARNER, QUELCH & Co.,
WINE MERCHANTS,

DES VEGUX ROAD CENTRAL.

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price.All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation.

[123]

WATSON'S
OLD BLENDED
GLENLIVET

WHISKY.

Guaranteed entirely distilled in Scotland and thoroughly matured by age, being shipped from our stocks of Old Whisky in the West Highland Bonded Warehouses, Greenock, Scotland.

A. S. WATSON & Co., LTD.

ALEXANDRA BUILDINGS.

[538]

TO LET

TO LET.

GODOWN, No. 4, New Praya, Kennedy
Town.Apply—THE HONGKONG LAND INVEST
MENT & AGENCY CO., LTD.

Hongkong, 1st May, 1912.

[122]

TO LET

OFFICES on 3rd Floor, Hotel Mansions
facing Harbour.

OFFICES on 1st Floor, Hotel Mansions.

Apply to—HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, 12th March, 1912.

[388]

TO LET

"A BEETHOLWYN" Peak Road,

SIX-ROOMED HOUSE, from
1st July next.SHOP with GODOWN attached, Nathan
Road, Kowloon.KOWLOON MARINE LOT No. 48 with
WHARF.Apply to—HUMPHREYS ESTATE & FINANCE
Co., LTD.

Hongkong, 30th May, 1912.

[525]

TO LET

OFFICE in Alexandra Buildings.

Apply to—A. S. WATSON & Co., LTD.,

Alexandra Buildings.

Hongkong, 22nd May, 1912.

[123]

TO LET

OFFICES in KING'S BUILDING

Apply to—

BACONFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our

[810]

MITSU BISHI GOSHI KWAISSHA
(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA
OCHI, MUTAEE, YOSHINOTAN,
HOJO, KANADA, NAMAZU, SAYO,
SHINNEW and KAMIYAMADA.Collieries
AGENTS FOR

KISHIDAKE and SAKITO Coals.

HEAD OFFICE—MARUNOUCHI,
TOKYO.BRANCH OFFICES—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
KORE, OSAKA, OTSUBU, SHANGHAI,
HONGKONG, HANKOW.Cables address for above: "IWASAKI"
odes, Al, ABC 5th Ed., Western Uni-

Agenors—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING & Co.

[123]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship "CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 29th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD.

Arena,
Hongkong, 27th May, 1912. [740]

TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO, HONOLULU,
JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on MONDAY, the 27th inst., at 1 P.M. will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on SATURDAY, the 1st June, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board of Godown, and examination of same to be arranged.

All Claims must be filed on or before SATURDAY, the 8th June, otherwise they will not be recognized.

S. MORIMOTO,

Agent,
Hongkong, 25th May, 1912. [755]

NORDDEUTSCHE LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 3rd June will be subject to rent.

All broken, chafed, and damaged Goods to be left in the Godowns, where they will be examined on the 3rd June, at 9.30 A.M.

All Claims must reach us before the 10th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Under-signed.

NOEDDEUTSCHE LLOYD,
MELCHERS & CO.,
General Agents,
Hongkong, 27th May, 1912. [5]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that an AVERAGE BOND IS LYING AT THE OFFICE OF THE UNDERSIGNED FOR SIGNATURE AND A DEPOSIT OF 5 per cent is to be made before countersigning Bills-of-Lading and that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 6th June, at 2.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th June will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th June, or they will not be recognized.

No Fire Insurance has been effected.

ARNHOLD, KARBERG & CO.,
General Agents,
Hongkong, 28th May, 1912. [765]

ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route
from CANTON to WUCHOW

WEATHER REPORT.

On the 29th at 11.50 a.m.—The northern depression has disappeared. Pressure has decreased moderately along the E. coast of China, but risen slightly to moderately over Japan. It is highest to the E. of Japan and lowest over Manchuria and N. China.

Moderate S. winds may be expected along the East coast of China, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood (S.W. winds, freshening).

Foamosa Channel Same as No. 1.

South coast of China between Hongkong and Laosuo. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

S. to S.W. winds, moderate, equally, showery.

CHINA COAST METEOROLOGICAL REGISTER.

29TH MAY, A.M.

Station. Hour. Barometer. Temperature. Humidity. Wind. Direction. Force. Weather.

Woolstock 7 a. 29.87 52 81 SW 1 b

Nemuro 6 a. 30.01 — 81 0 1 —

Hakodate 29.99 — 81 0 1 —

Takio 29.97 — SW 0 1 —

Kochi 29.91 — SW 0 1 —

Vagasaki 29.95 — S 1 —

Kagoshima 29.94 — S 1 —

Oshima 29.93 — S 1 —

Naha 29.93 — S 0 0 —

Ishigaki 29.91 — S 0 0 —

Bonin Is. 29.79 — S 0 0 —

Chofu 29.77 62 83 SW 2 0 —

Wakaiwei 6 a. 29.77 62 83 SW 2 0 —

Hokkaido — — — — —

Kiukiang 29.83 64 84 ESE 3 od

Shanghai 29.83 64 84 ESE 3 od

Gutafu 29.83 64 84 ESE 3 od

Sharp Peak 7 a. 29.87 73 55 S 1 0 —

Andy 6 a. 29.86 74 76 NW 1 0 —

Statov 5 a. 29.89 74 76 NW 1 0 —

Tahoku 29.91 — S 0 0 —

Talchu 29.91 — S 0 0 —

Taiwan 29.91 — S 0 0 —

Koshien 29.91 — S 0 0 —

Pescadores 29.89 80 87 S 0 0 —

Canton 29.89 80 87 S 0 0 —

Hongkong 29.87 78 89 S 0 0 —

Vict Rock 29.83 — S 0 0 —

Gap Rock 29.83 — S 0 0 —

Macao 29.85 71 — S 0 0 —

Wuchow 29.89 78 — S 0 0 —

Holloway — — — — —

Pahkoh 29.81 81 — S 0 0 —

Phuket 29.81 81 — S 0 0 —

Course 29.83 79 — S 0 0 —

C. St James 29.88 77 — S 0 0 —

Aparri 29.85 — S 0 0 —

Manila 29.93 — NW 0 0 —

Lagasp 29.89 — S 0 0 —

Bacolod 9 a. 29.91 — S 0 0 —

Iloilo 29.91 86 — S 0 0 —

Cebu 29.91 87 — S 0 0 —

Luau 29.91 81 — S 0 0 —

F. F. CLAXTON, Director.

Hongkong Observatory, May 29th, 1912. 1 Barometric pressure reduced to 10 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURES, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND according to Beaufort Scale.

6 STATE OF WEATHER, a blue sky, a detached cloud, a drizzling rain, fog, gloomy, hail, lightning, overcast, passing shower, & squally, rain, snow, thunder, visibility, a dew (wet), a mist (haze), tempest, and hurricane.

7 ALTITUDE IN METRES, tens and hundreds.

8 HIGHEST open air Temperature on 28th 82

Lowest open air Temperature on 28th 76

9 HONGKONG TIDE TABLE.

From 30th May to 5th June, 1912.

HIGH WATER. LOW WATER.

Date Week Day Month Hour Mean Time. ft. in. ft. in.

Thurs. 30 5 16 6 8 m 1 56 2 9

10 21 4 3 3 29 0 8

Fri. 31 2 41 7 1 m 2 22 1 0

11 13 a. 4 0 6 7 55 1 2

Sat. 1 m 9 7 2 2 46 3 2

2 52 4 5 6 0 5

3 39 5 3 6 0 5

4 50 7 2 6 18 a 0 6

5 38 7 0 7 5 1 0

6 40 7 0 7 5 1 0

7 38 7 0 7 5 1 0

8 41 7 0 7 5 1 0

9 41 7 0 7 5 1 0

10 41 7 0 7 5 1 0

11 41 7 0 7 5 1 0

12 41 7 0 7 5 1 0

13 41 7 0 7 5 1 0

14 41 7 0 7 5 1 0

15 41 7 0 7 5 1 0

16 41 7 0 7 5 1 0

17 41 7 0 7 5 1 0

18 41 7 0 7 5 1 0

19 41 7 0 7 5 1 0

20 41 7 0 7 5 1 0

21 41 7 0 7 5 1 0

22



REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (O.).
VIA
SHANGHAI AND JAPANESE PORTS
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA,
FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (O.).

OERTERIC... 7th June

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient indentment offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE NO. 120, KING'S BUILDING, PEGASO CENTRAL.

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.
PROPOSED SAILINGS.

P.S. DUNERIC ... 3,000 tons ... End of May, 1912
And regularly thereafter.

For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.
PROPOSED SAILINGS.

FROM COLOMBO:
10th June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE - WEIR LINE.
REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

142-43-44

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for pleasure under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First-Class accommodations are provided for £43 to London—return, ticket £76 and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Servants, on application.

STEAMERS. Tons Starting 1912
PERSIA 9,000 TUESDAY, 11th June, at 1 P.M.
BOPEA 18,000 TUESDAY, 18th June, at 1 P.M.
SIBERIA 18,000 TUESDAY, 2nd July, at 1 P.M.
CHINA 16,200 TUESDAY, 9th July, at 1 P.M.
MANCHURIA 27,000 TUESDAY, 16th July, at 1 P.M.
NILE 11,000 TUESDAY, 30th July, at 1 P.M.
MONGOLIA 27,000 TUESDAY, 6th Aug., at 1 P.M.
PESSIA 9,000 TUESDAY, 27th Aug., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

32

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

THURSDAY, 30TH MAY, 1912.

8 a.m. "HONAM." 8 a.m. "KEUNGSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

FRIDAY, 31ST MAY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651!

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSIONS TO MACAO.

SUNDAY, 2ND JUNE.

The Company's Steamship "HEUNGSHAN."

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 3 p.m., landing at Canton Steamers' Wharf.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

MONDAY, 3RD JUNE.

The Company's Steamship "SUI AN."

"HEUNGSHAN."

Will make an excursion trip to Macao, leaving Hongkong at 9 a.m. from WING LOK
STREET WHARF, and returning from Macao at 4 p.m. Usual Excursion Fares.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHHOW LINE.

S.S. "SAINAM," 582 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 3.30 p.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOME & CO., General Managers
HONGKONG 24th May, 1912. PHILIPPINES S.S. CO. [143]

RUSSIAN VOLUNTEER FLEET.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will from now on regularly call at
Hongkong according to the dates of sailing printed below.

First-class steamers manned by European crews only.

Low passage rates.

Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and
fresh water baths. First-class cuisine. Experienced Surgeons carried, and attendance and
medicaments free.

PROJECTED SAILINGS FROM HONGKONG:
HOMEWARD.

VIA
SINGAPORE, PENANG, COLOMBO, JIBUTI,
HODEIDA, JEDA, POET-SAIDI, BEYROUTH,
CONSTANTINOPLE, THEODOSSIA, BATOUM,
ODESSA.

S.S.
"KOURSK," 6,403 R.T. Commander G.
Padalka, 16-17 June.

"PERM," 4,149 R.T. Commander J.
Kabani, 13-14 June.

"MOGHILEV," 6,200 R.T. Commander J.
Stotsky, 14-15 July.

"NIJNI-NOVGOROD," 3,367 R.T. Commander S. Kostromitinoe, 10-11 Sept.

"VORONEJ," 5,616 R.T. Commander Ret.
Rear Admiral P. Oranovsky, 3-4 Sept.

"KOSTROMA," 3,505 R.T. Commander V. Petroff-Tokareff, 29-30 Sept.

"YAROSLAVL," 4,494 R.T. Commander L. Alexoff, 22-23 Oct.

"KOURSK," 6,400 R.T. Commander G.
Padalka, 22-23 Nov.

"PERM," 4,142 R.T. Commander J.
Kabani, 12-13 Dec.

"VLADIMIR," 2,620 R.T. Commander Ret. Rear Admiral J. Stotsky, 25-26 Dec.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok
Toungtao and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express
Trains. Also a line between Vladivostok and Kamtschatka and Saghalien ports.

CAPTAIN D. A. LUKHMANNOFF, AGENT,
717] TELEPHONE NO. 1324. HOTEL MANSIONS, Nos. 12A and 14, Third Floor.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID.

S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, at 5 p.m.

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 4th June.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap
rates, Hongkong-Trieste Venice, £50, 1st, £36 2nd Class. No surtax, no tips, no inside
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE,
S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about
30th May.

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for TRIESTE, FIUME and
VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ABEN, SUZ,

PORT SAID, on 31st May.

These steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,
Princes' Building. [155]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch boat, 1,700 tons, 4 guns, 2,000
i.h.p., Comdr. Lambe, C.L. Shanghai.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns
7,000 i.h.p., Captain E. L. Leathem,
Shanghai.

Alex, admiral tug, 615 tons, 1,400 i.h.p.,
Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p. Lieutenant
Comdr. E. B. Prichard, Kukiang.

Britannia, gunboat 710 tons, 900 i.h.p., Lieutenant
Comdr. W. H. Durwall, Hainan.

Cadmus, British sloop, 1,070 tons, 1,400 i.h.p.,
Lieutenant Hugh F. E. Williams, Harrow.

Cambria, 2nd class cruiser, 4,360 tons, 10 guns
7,000 i.h.p., Captain J. E. Drummond, Shanghai.

Charybdis, water tank and tug, 390 tons, 1,400
Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, 1,400 i.h.p.,
Comdr. H. R. Veale, Canton.

Fame, torpedo-boat destroyer, 340 tons, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe,
Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns
7,000 i.h.p., Captain C. F. Corbett, M.V.O.,
Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns
4,000 i.h.p., Lieutenant E. Bodiam, Whelham, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns
3,900 i.h.p., Lieutenant Maxwell, Swatow.

Kent, armoured cruiser, 9,800 tons, 14 guns
12,000 i.h.p., Captain Allen T. Hunt, Hong

SHIPPING

ARRIVAL

ALESIA, German str., 3,228, Hubel, 20th May—Singapore, 23rd May, General Hamburg-Amerika Line.
CHENAN, British str., 29th May—Canton, DAIGI MARU, Japanese str., 864, Y. Somekawa, 29th May—Swatow 28th May, General—Osaki Shōsen Kaihō.
DEUTPLINGER, German str., 9,060, Fr. Prosch, 29th May—Bremen, 17th May, General—Mehlberg & Co.
DUNHIC, British str., 1,210, John J. Lailock, 29th May—Kobe 22nd May, None—Bank Line, Ltd.
E. FRANZ FERDINAND, Austrian str., 3,843, P. A. Leva, 29th May—Japan and Shanghai 25th May, General—Sandor Wielker & Co.
HAICHING, British str., 1,263, W. C. Page, 26th May—Swatow 28th May, General—Douglas Lapraik & Co.
JOHANN, German str., 754, H. Ipland, 29th May—Haiphong and Holloway 26th May, Rice and General—Jesien & Co.
LAEVRIES, British str., 1,340, F. C. Page, 29th May—Saigon 24th May, Rice and General—Order.
PERSIA, Austrian str., 9,959, L. Yvanich, 28th May—Trieste 10th May, General—Sandor Wielker & Co.
YUSHUN, Chinese str., 1,078, E. H. Pratt, 29th May—Shanghai 26th May, General—Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
May 29th.
DEUTPLINGER, German str., for Shanghai.
MARIE, German str., for Suijan.
YUSHUN, Chinese str., for Canton.

DEPARTURES.

May 29th.
AFGHAN PRINCE, American str., for Shanghai.
BALFOUR, British str., for London.
CALAIS, British str., for Singapore.
HALIM, British str., for Swatow.
HONGKONG, French str., for Haiphong.
KWANGSI, British str., for Canton.
LOKSANG, German str., for Bangkok.
MATHILDE, German str., for Haiphong.
MIKE MARU, Japanese str., for Kobe.
PAOTING, British str., for Canton.
PR. SIGISMUND, German str., for Swatow.
TEENXAI, British str., for Shanghai.
TUNGNING, British str., for Swatow.

SHIP REPORTS.
The British str. *Lacres* reports: Light winds and fine clear weather.
The British str. *Hoching* reports: Had moderate southerly wind and overcast showery weather.
The British str. *Amuric* reports: Fine weather, light southerly and westerly winds throughout passage: high barometer.

PASSENGERS.

ARRIVED.
Per *Johanne*, from Haiphong, etc., Mr. Petalo and Mr. Steiner.
Per E. Franz Ferdinand, from Japan, etc., Mr. Albert Reiny and Mrs. Jones.
Per *Harding*, from Swatow, Mr. and Mrs. Haesloop, Miss Haesloop, Mr. W. C. Langdon and Dr. Tin.
Per *Deutlinger*, for Hongkong, from London, Mr. Barboito, Mr. and Mrs. Oliveira, Mr. R. da Silva, Mr. P. Filaco, Mr. de Figueredo, Mr. Meireles, Mr. Barbosa and Pereira; from Bremen, Mr. Hainetz, from Genoa, Miss Aver, Mr. F. Hounth, Mr. Auer, Mr. Grouse and Pistor, Mr. Duff; from Naples, Miss and Junghans; from Colombo, Mr. A. Junghans; Mr. H. Huff; from Singapore, Mr. D. Gillospie; Mr. G. Short, Dr. Rogan, Mr. and Mrs. J. Cushing and Mr. G. Lawson.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Persia* left San Francisco on the 5th May, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, Nagasaki and Shanghai, and is due to arrive at this port on the 1st June.

The P.M. str. *Siberia* left San Francisco on the 25th May, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st June.

THE P.M. str. *Korea* from San Francisco sailed from Yokohama on the 28th May (carrying U.S. mails) en route to Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 10th June.

THE AUSTRALIAN MAIL.
The E. & A. str. *Empire* from Sydney, etc., left Port Darwin on the 23rd May, for Manila and this port.

The E. & A. str. *Alderman* left Sydney on the 11th May, for this port (via Queensland Ports, Port Darwin and Manila).

THE CANADIAN MAIL.
The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd May, a.m.

MERCHANT STEAMERS.

SHIRE LINE.
Momtawshire, from London, is due in Hongkong 3rd June.

BRITISH INDIA S. N. CO., LTD.
Fusilka, from Moji, is due in Hongkong 30th May.

The str. *Maitra* is due here on the 28th from Japan, and leaves on the 29th for Rangoon via the Straits.

The P. & O. str. *Simla* left Singapore for this port on the 28th May, at 8 a.m., and is due here on the 2nd June, at 9 a.m.

The str. *Indravelli* passed the Suez Canal on the 10th May, and is due here on or about 6th June.

The str. *Glenroy* passed the Suez Canal on the 10th May, and is due here on or about 8th June.

The American & Manchurian Line str. *Karas* passed the Suez Canal on the 21st May, and is due here on or about 19th June.

The T. K. K. str. *Kiyo Maru* sailed from Valparaiso, Chile, on the 8th inst. for Hongkong and is expected here on the 28th July.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLENSTRAE	Brit. str.	—	Jas. McGillivray	SHEWAN, TOMES & CO.	On 5th June.
VIA GULF PORTS OF CALI	DELTA	Brit. str.	—	E. P. Martin, B.N.E.	P. & O. S. N. CO.	On 8th June, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	R. A. Peters	P. & O. S. N. CO.	About 17th June.
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	Brit. str.	k. w.	Brahme	JADEEN, MATTHESON & CO., LTD.	About 30th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BAILEY	Brit. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 18th June.
HAVRE, BEMEN & HAMBURG, &c.	BADENIA	Brit. str.	k. w.	Knissel	HAMBURG-AMERIKA LINIE	On 29th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Brit. str.	k. w.	Kotze	HAMBURG-AMERIKA LINIE	On 5th June.
MARSEILLES, HAMBURG & ANTWERP, &c.	SITHONIA	Brit. str.	k. w.	F. E. Cope	NIPPON YUSEN KAISHA	On 1st June.
MARSEILLES, HAYE & HAMBURG, &c.	KITANO MARU	Brit. str.	k. w.	Hofler	HAMBURG-AMERIKA LINIE	On 5th June, at D'light.
MARSEILLES	ANDALUSIA	Brit. str.	k. w.	Motsenthal	NIPPON YUSEN KAISHA	On 27th June.
CHICAGO MARU	LIBERIA	Jap. str.	—	K. Soeda	NIPPON YUSEN KAISHA	On 4th June, at 4 P.M.
CHICAGO MARU	OSAKA SHOSEN KAISHA	Jap. str.	—		OSAKA SHOSEN KAISHA	On 13th June.
CANADA MARU	H. Formes	Can. str.	—		OSAKA SHOSEN KAISHA	On 15th June, at 1 P.M.
BUELLOW	SANDER WEILER & CO.	Aus. str.	—		OSAKA SHOSEN KAISHA	On 25th June, at 1 P.M.
E. P. FERDINAND	DODWELL & CO., LTD.	Aus. str.	—		OSAKA SHOSEN KAISHA	On 1st June, at 9 A.M.
LOTHIAN	W. Davison	Brit. str.	2 m.		OSAKA SHOSEN KAISHA	To-morrow.
WALTON HALL	CANADIAN PACIFIC R. CO.	Aus. str.	—		OSAKA SHOSEN KAISHA	About 15th June.
MONTEAUGLE	THE BANK LINE LIMITED	Brit. str.	—		OSAKA SHOSEN KAISHA	On 1st June, at 6 P.M.
EMPEROR OF INDIA	CANADIAN PACIFIC R. CO.	Brit. str.	2 m.		OSAKA SHOSEN KAISHA	On 7th June.
TENTO MARU	TOYO KAISEN KAISHA	Jap. str.	—		OSAKA SHOSEN KAISHA	On 4th June, at Noon.
PESSIA	PACIFIC MAIL S. CO.	Am. str.	—		OSAKA SHOSEN KAISHA	On 11th June, at 1 P.M.
KOBIA	PACIFIC MAIL S. CO.	Am. str.	—		OSAKA SHOSEN KAISHA	On 18th June, at 1 P.M.
ALDENHAM	GIBR. LIVINGSTON & CO.	Brit. str.	—		OSAKA SHOSEN KAISHA	On 4th June.
NIKKO MARU	NIPPON YUSEN KAISHA	Jap. str.	—		OSAKA SHOSEN KAISHA	On 7th June, at Noon.
PRINZ SIGISMUND	MELCHERS & CO.	Jap. str.	—		OSAKA SHOSEN KAISHA	On 15th June, at 10 A.M.
HONGKONG MARU	TOYO KAISEN KAISHA	Jap. str.	—		OSAKA SHOSEN KAISHA	On 7th June, at Noon.
PERISA	SANDER WEILER & CO.	Aus. str.	—		OSAKA SHOSEN KAISHA	About 30th inst.
MUTUITA	JARDINE, MATHESON & CO., LTD.	Brit. str.	—		OSAKA SHOSEN KAISHA	On 7th June, at Noon.
CATHERINE APCAR	JARDINE, MATHESON & CO., LTD.	Jap. str.	—		OSAKA SHOSEN KAISHA	On 1st June, at 3 P.M.
JINSEN MARU	E. W. Hamlyn	Jap. str.	—		OSAKA SHOSEN KAISHA	On 3rd June.
TANGO MARU	M. Maehida	Jap. str.	—		OSAKA SHOSEN KAISHA	On 6th June.
KUMANO MARU	K. Kawara	Jap. str.	—		OSAKA SHOSEN KAISHA	On 5th June, at Noon.
TTITAROEM	K. Zwart	Jap. str.	—		OSAKA SHOSEN KAISHA	Quick despatch.
CHIASHING	E. Mooney	Jap. str.	—		OSAKA SHOSEN KAISHA	On 3rd June, at Noon.
KUICHOW	L. Jones	Jap. str.	—		OSAKA SHOSEN KAISHA	On 8th June, at 4 P.M.
CHINAN	F. Prosch	Jap. str.	—		OSAKA SHOSEN KAISHA	To-day, at 4 P.M.
DEUTPLINGER	C. C. Williams	Jap. str.	—		OSAKA SHOSEN KAISHA	On 1st June, at M'night.
SHANGHAI	Spencer Wilde	Jap. str.	—		OSAKA SHOSEN KAISHA	About 1st June.
TSINGTAU, KOBIA & YOKOHAMA	C. D. Goldsmith, B.N.E.	Jap. str.	—		OSAKA SHOSEN KAISHA	On 2nd June, at D'light.
SHANGHAI	H. S. Benson	Jap. str.	—		OSAKA SHOSEN KAISHA	On 3rd June, at D'light.
SHANGHAI	N. Nielsen	Jap. str.	—		OSAKA SHOSEN KAISHA	On 4th June.
MOJI, KOBIA & YOKOHAMA	J. S. Evans	Jap. str.	—		OSAKA SHOSEN KAISHA	On 5th June.
SHANGHAI	J. W. Evans	Jap. str.	—		OSAKA SHOSEN KAISHA	On 6th June, at 4 P.M.
SHANGHAI	P. H. Wolfe	Jap. str.	—		OSAKA SHOSEN KAISHA	On 6th June.
SHANGHAI	S. Barcham	Jap. str.	—		OSAKA SHOSEN KAISHA	On 6th June, at M'night.
SHANGHAI	J. B. Harris	Jap. str.	—		OSAKA SHOSEN KAISHA	On 10th June, at Noon.
SHANGHAI	G. M. B. Lake	Jap. str.	—		OSAKA SHOSEN KAISHA	On 4th July.
SHANGHAI	Bouman	Jap. str.	—		OSAKA SHOSEN KAISHA	Quick despatch.
SHANGHAI	Sach	Jap. str.	—		OSAKA SHOSEN KAISHA	On 1st June, at Noon.
FOOCHEW	Owen	Jap. str.	—		OSAKA SHOSEN KAISHA	On 2nd June, at Noon.
TAMSUI	A. H. Stewart	Jap. str.	—		OSAKA SHOSEN KAISHA	To-day, at 4 P.M.
AMOY	W. C. Passmore	Jap. str.	—		OSAKA SHOSEN KAISHA	On 2nd June, at 10 A.M.
SWATOW	J. S. Beach	Jap. str.	—		OSAKA SHOSEN KAISHA	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHEW	J. W. Evans	Jap. str.	—		OSAKA SHOSEN KAISHA	On 4th June, at 11 A.M.
SWATOW, AMOY & FOOCHEW	M. G. Smith	Jap. str.	—		OSAKA SHOSEN KAISHA	On 7th June, at 11 A.M.
MANILA	P. H. Wolfe	Jap. str.	—		OSAKA SHOSEN KAISHA	To-day, at 4 P.M.
MANILA	S. Sidford	Jap. str.	—		OSAKA SHOSEN KAISHA	On 1st June, at 2 P.M.
MANILA, CEBU & ILOILO	Leask	Jap. str.	—		OSAKA SHOSEN KAISHA	On 4th June, at 2 P.M.
MANILA	B. A. Crosby	Jap. str.	—		OSAKA SHOSEN KAISHA	On 10th June, at 4 P.M.
MANILA, MANGARIN, ILOILO & CEBU	H. Koops	Jap. str.	—		OSAKA SHOSEN KAISHA	On 10th June.
BATAVIA, CHERIBON, SAMARANG, &c.	Hirase	Jap. str.	—		OSAKA SHOSEN KAISHA	On 1st June, at Noon.
BOMBAY	W. J. Bishop	Jap. str.	—		OSAKA SHOSEN KAISHA	On 1st June, at Noon.
FAMILA	T. A. Mitchell	Jap. str.	—		OSAKA SHOSEN KAISHA	On 13th June, at Noon.
HIROSHIMA MARU	W					

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SIMLA AND YOKOHAMA	Capt. C. D. Goldsmith, R.N.R.	Daylight, 3rd June.	Freight and Passage.
SHANGHAI	{ ACADIA Capt. S. Barham	About 6th June.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA Capt. E. P. Martin, R.N.R.	Noon, 8th June.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PE NANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. R. A. Peters	About 17th June.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 30th May, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SUNGKANG"	On 30th May, 9 A.M.
SHANGHAI	"CHENAN"	On 30th May, 2 P.M.
SWATOW and SHANGHAI	"PAOTING"	On 30th May, 4 P.M.
AMOY, NINGPO and SHANGHAI	"ICHANG"	On 31st May, 4 P.M.
SHANGHAI	"LINAN"	On 1st June, Mid-night.
MANILA, CEBU and ILOILO	"KAIFONG"	On 4th June, 3 P.M.
HAIPHONG	"SINGAN"	On 6th June, 9 A.M.
SHANGHAI	"CHINHUA"	On 6th June, 4 P.M.
WEIHAIWEI and TIENSIN	"HUICHOW"	On 8th June, 4 P.M.
SHANGHAI	"ANHUI"	On 8th June, Mid-night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL" have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried throughout and Electric Fans in the State-rooms and Dining Saloon. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

Hongkong, 30th May, 1912.

BUTTERFIELD & SWIBRE,
AGENTS.

18

**THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA.

**MAIL SCHEDULE
(SUBJECT TO MODIFICATION).**

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	On 31st May.	On 6th June.
EMPIRE ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to GIBB, LIVINGSTON & Co., AGENTS.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

**SWATOW, AMOY AND FOOCHOW
AND RETURN.**

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAICHING" Capt. W. C. Passmore FRIDAY, 31st May, at 11 A.M.
"HAITAN" Capt. J. S. Roach TUESDAY, 4th June, at 11 A.M.
"HATANG" Capt. J. W. Evans FRIDAY, 7th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 5 Days).

"HAIMUN" Capt. A. H. Stewart (SUNDAY, 2nd June, at 10 A.M.) WEDDAY, 5th June, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 30th May, 1912.

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**HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFAHETS GESELLSCHAFT "HANSA."**

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD. HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SEGOVIA ... 6th June.

S.S. SILESIA ... 20th June.

S.S. FUERST BUELLOW 27th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th May, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

**CHIYO MARU, SHINYO MARU AND
TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU," INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS CAPTAIN DATE OF SAILING.

TENOY MARU E. Bent TUESDAY, 4th June, NOON.

SHINYO MARU H. S. Smith TUESDAY, 25th June, at Noon.

CHIYO MARU W. W. Greene TUESDAY, 23rd July, at Noon.

NIPPON MARU A. G. Stevens TUESDAY, 13th Aug., at Noon.

The S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 4th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BYO MARU, HONGKONG MARU AND KIYO MARU

PLY between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARIKA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS TONS DATE OF SAILING.

HONGKONG MARU 11,000 ... FRIDAY, 7th June NOON.

KIYO MARU 17,500 ... TUESDAY, 6th Aug., at Noon.

BYO MARU 10,500 ... FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and FUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	Tons (Gross tonn.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI KOBÉ, YOKKAICHI AND YOKOHAMA.	"CHICAGO MARU" "TACOMA MARU" "SEATTLE MARU"	6,182 6,178 6,182	THURSDAY, 13th June, at 1 P.M. THURSDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANG- HAI, MOJI, KOBE, YOKKAICHI, AND YOKO- HAMA	"CANADA MARU" "PANAMA MARU" "MEXICO MARU"	6,064 6,059 6,054	TUESDAY, 25th June, at 1 P.M. TUESDAY, 23rd July, at 1 P.M. SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco—

From Manila ... G. \$130.00

From Hongkong, Shanghai and Keeling ... G. \$110.00

From Nagasaki, Moji, Kobe and Yokohama ... G. \$ 95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

POB STEAMERS LEAVES.

TAMSUI via SWATOW and AMOY "DAIGI

WHY WORK ONE HOUR

if the same work can be done

IN A QUARTER OF AN HOUR!

BUY A

"BRUNSVIGA"

CALCULATING MACHINE

and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM.

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 24th May, 1912.

COMMERCIAL.

CLOSING QUOTATIONS.

May 29th.

ON LONDON—
Telegraphic Transfer
Bank Bills, on demand
Bank Bills, at 30 days' sight
Bank Bills, at 4 months' sight
Credits, at 4 months' sight
Documentary Bills, 4 months' sight
ON PARIS—
Bank Bills, on demand
Credits, at 4 months' sight
ON GERMANY—
On demand
ON NEW YORK—
Bank Bills, on demand
Credits, at 60 days' sight
ON ROMANIA—
Telegraphic Transfer
Bank, on demand
ON CALCUTTA—
Telegraphic Transfer
Bank, on demand
ON SHANGHAI—
Bank, at sight
Pirate, 30 days' sight
ON YOKOHAMA—
On demand
ON MANILA—
On demand—Peso
ON SINGAPORE—
On demand
ON BATAVIA—
On demand
ON HAIPHONG—
On demand
ON SAIGON—
On demand
ON BANGKOK—
On demand
Sovereigns, Bank's Buying Rate
GOLD LEAD, 100 fine, per ton
BAL STEEL, per oz.
BAR STEEL, per oz.

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10	7.95 discount
Chinese	10	1045
Hongkong	20	1050
Hongkong	10	1020

MAILS VIA SIBERIA.

London Date	Due Shanghai
May 11th.	May 28th.

SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 29TH, 1912.

STOCKS.

	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS, CASE.
BANKS—				\$845
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	London £24 10/-
China Borrows Company, Limited	60,000	\$12	all	\$10, x. div. sel.
China Light and Power Company, Limited	50,000	\$5	all	\$2.15
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$3.60
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 60	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$72	all	\$22
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$59, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49, sellers
New Amoy Dock Co., Limited	10,000	\$2	all	\$45, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 90
Green Island Cement Co., Limited	400,000	\$10	all	\$4.60
Hongkong Electric Co., Limited	90,000	\$10	all	\$2.51
Hongkong Hotel Company, Limited	12,000	\$50	all	\$110, buyers
Manila Metropole Hotel Limited	3,000	Pa. 10	all	\$71
Hongkong Ice Company, Limited	50,000	\$25	all	\$2121
Hongkong Rope Manufacturers Co., Limited	60,000	\$10	all	\$191
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$4, buyers
INSURANCE—				
China Insurance Office Co., Limited	10,000	\$250	\$50	\$223
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132
China Traders Co., Limited	21,000	\$33.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	9,000	\$250	\$25	\$350, sales
North-China Insurance Co., Limited	10,000	\$215	\$5	Tls. 140, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$808
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1924, Ex. 73
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$106
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$15, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34
Shanghai Land Investment Co., Limited	75,000	Tls. 50	all	Tls. 82
West Point Building Co., Limited	12,500	\$50	all	\$533, buyers
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkawi	25,000	Gds. 10	all	Tls. 69, buyers
MINEING—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	36%, buyers
Trough Mines, Limited	160,000	\$1	all	74%, buyers
Heawood Tin and Rubber Estate, Ltd.	715,230	2/-	all	4/9
Peak Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$35, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11.5
Philippines Co., Limited	50,000	\$10	all	\$1.10
Philippines Co., Limited	75,000	\$10	all	35, buyers
REFINING—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109
Lason Sugar Refining Co., Limited	7,000	\$100	all	\$33, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$106
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.C.B., Ltd.	80,000	\$15	all	\$26
Indo-China Steam Navigation Co., Ltd.	60,000	prel.	25	\$65, London buy. (27. 25. 65)
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	112/-
Star Ferry Company, Limited	10,000	\$10	all	\$152, ba. x. \$119, bu. div.
South China Morning Post, Limited	6,000	\$10	\$5	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$52, sales
STORES AND DISPENSARIES—				
Campbell, Moon & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$63, buyers
Watkins, Limited	10,000	\$10	all	\$5, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gandy Price & Co., Ltd.	50,000	\$10	all	\$33
Societe des Piles et Papeteries de Tonkin	13,200	\$50	all	\$12, buyers
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900	ordy.	\$10	\$10
Union Waterboat Co., Limited	100,000	fters	\$10	\$300
Union Waterboat Co., Limited	50,000	\$10	all	\$72, buyers
RUNNING—				
Para Rubber in London				4/74 per lb, quiet
Loans				Interest. Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SYMTH, Share Brokers

DAILY WIRE.

Para Rubber in London

Loans

Amount. Value. Interest. Quotation.

Chinese Imperial 1886 Tls. 767,200 Tls. 250 7% p. annum Par.

VERNON & SYMTH, Share Brokers

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TO-DAY

Decoration Day (U.S.A.)

FORTHCOMING EVENTS

Saturday, 1st June.—

12.15 P.M.—A. S. Watson & Co., Ltd.

Twenty-Seventh Annual Ordinary General

Meeting at Hongkong Hotel.

Monday, 3rd June.—

King's Birthday (1865).

General Holiday.

7.30 A.M.—Parade of Troops on Cricket Ground.

Tuesday, 4th June.—

245 P.M.—Auction of Valuable Household

Furniture at "Walburn," No. 81, The Peak,

by Mr. Geo. P. Lamerton.

Meets HUNG CHEONG, Haiphong Road.

NOTICE TO KOWLOON RESIDENTS

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KOWLOON BOOK STALL, Ferry Wharf,

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